

# EAR SAFETY OF SCH. CHECKERS

From information furnished The North Sydney Herald from a private source, grave fears are entertained for the safety of the sch. Checkers and her crew. The vessel is in command of Capt. W. Goddard, a well known mariner in North Sydney, who last sailed as master of the sch. Iona. The Checkers left St. John's, N. F., last summer with fish for Oporto, and made the run to the latter place in 12 days. She left Oporto in ballast on October 26th, for St. John's and since then no tidings of her have been heard. On board the schooner is the captain's son Lester.

# MONSTER STOCK FOR SCH. PONTIAC

Sch. Pontiac, Capt. Ernest Parsons, loaded \$3642 as a result of their recent haddocking trip. The Pontiac reached the market at a most opportune time, reaping the cream of the high prices offered, as a result of which each of her crew shared \$108 per to a man.

The vessel secured her fare off the Harbor in three sets, being absent a little better than two weeks.

# NOT A FLIP OR A FIN AT ALL

Wharf Dealers Are Hungry and No Arrivals at Dock Today.

The cold wave has certainly hit the fish business hard and this morning, not a pound of new fish was received at T dock. The Yarmouth steamer which has some fish aboard is not expected until Friday, while the Gloucester gill netters offered no relief to the situation as the entire fleet was tied up in port yesterday.

It was about as cold a spell as the wharf have ever experienced at the dock, the mercury registering two above at 9 o'clock this morning. Some off shore fares are looked for, and the first few reaching market will strike a Klondike, as prices are all up.

The only craft discharging today is sch. John R. Bradley of this port, which craft took her Newfoundland herring fare up from here last week.

**Boston Arrivals and Receipts.**  
The arrivals and receipts in detail are as follows:

No arrivals today.

# CAN'T YOU HELP HENRY RYDER?

The application agent at the Sailors Snug Harbor has written Roderick McDonald, the local shipping commissioner seeking further information concerning Henry Ryder, who has applied for admission to the home, but certain information bearing directly upon his eligibility is first necessary. As the applicant's memory is somewhat defective, inquiry is being made here to learn what his friends may know of him. From such information already at hand, he is commonly known as "Dutch Henry," a native of Holland and claims to have sailed in local vessels. He says he was one of the crew of sch. Ben Franklin in 1885 and has worked as rigger for Witham at Babson's wharf and rigged one of the crafts there, in which he afterwards sailed. He says he knew Dan. Morrison, Arthur Rowe and a party by the name of Baker well.

Any information in the matter would be received by Mr. McDonald, who will notify the Sailors' Snug Harbor.

It is thought his name was Renter, but that he went by the name of Ryder.

## Salt Mackerel Market.

There is a firm feeling in the salt mackerel market, but not much demand just now says the Fishing Gazette. Prices are repeated. Quotations on Norway No. 1 are more or less nominal.

Liverpool, Dec. 20.—Shipments this week were: to Boston, 162 bbls.; to Philadelphia, 49 bbls.; to St John's 61 bbls. Total shipments 1913 Irish Autumn to date, 9,854 bbls.

Liverpool, Dec 27.—Fishing at Irish stations ordinary. Shipments this week were: to Boston 69 bbls.; to all other American ports, 161 bbls. Count 350—400 to a salted barrel.

Cable advices from Dingle are to the effect that all stocks are out of hands of curers, and speculators are holding for an advance over present market.

No developments are noted in domestic mackerel. The market is quiet and steady under the prevailing holiday dullness.

## Like Summer at North Sydney.

Three or four large steamers discharging and loading cargoes at the terminus and piers of the Scotia Company, with Gloucester schooners running into port and the Reid steamers and St Pierre mail boat, as well as the steamer Aspy, of the North Shore Steamship Company, daily coming and going, makes the port of North Sydney present anything but a wintry appearance on January 7th. Not a speck of ice or snow can be seen anywhere and the indications point to an open winter.—North Sydney Herald.

## Yarmouth Fish Arrivals.

The fish arrivals at Yarmouth since Tuesday have totalled about 24,000 pounds, with 30,000 pounds more coming tonight. Thursday the Albert J. Lutz landed 6000 pounds haddock, and 4000 pounds mixed, and the Dorothy G. Snow, 9000 pounds haddock and 5000 pounds mixed.

The H. & S. W. Friday night brought in 30,000 pounds from Lockeport—all for the Consumers Fish Co.

# NEWFOUNDLAND'S FISH YEAR FAIR

Good Weather While Squid School Was On Saved the Day.

Says the St. John's N. F., Trade Review: The prospect for anything like a good codfishery, did not look bright in early part of the season, but it improved as time went on. The weather during the squid school was the finest for many years, and by far, our best fishing was during the fall months. Roundly speaking, the Northern part of the Island, did not catch as much fish as usual this year, but the Southern and Western parts worked out their averages. The Board of Trade have made an effort to get weekly reports of catch from various sections of the Island during fishing season, but some of the outport officials are very careless about sending in reports. From these semi-satisfactory records and from a general review of the situation we estimate that the shore catch for 1913 reached 850,000 quintals. The fish brought home from Straits and Labrador, and made and sold as shore fish, was about 150,000 quintals, making 1,000,000 quintals in all that might be called shore fish. All this fish was very well made, owing to the fine weather that prevailed, and the amount of cullage and West India thrown out was comparatively small. As this fish sold from \$6 to \$6.80, it is safe to figure on \$6.25 as an average for all grades so that the aggregate value of the shore voyage this year is \$6,250,000. The returns of fish shipped from Labrador show 111,876 quintals, as against 194,995 for 1912. The value of Labrador fish shipments in 1912 was 682,482.50; the present year the figures were \$525,817. The total exports from Labrador this year were as follows:

|                   |              |
|-------------------|--------------|
| Dry codfish ..... | \$525,817.00 |
| Salmon .....      | 31,951.00    |
| Trout .....       | 24.00        |
| Seal oil .....    | 712.00       |
| Seal skins .....  | 489.00       |
| Cod oil .....     | 529.00       |
| Feathers, .....   | 60.00        |
| Furs, .....       | 12,397.00    |
| Hardware .....    | 30.00        |

\$575,830.00

The bankfishery for 1913 amounted to 153,000 quintals; last year the catch was roundly 155,000 quintals. This year there were 105 schooners employed in the bankfishery; last year there were 124. This year's tonnage was 7238; against 8,696 last year. The crews stood 2065 men last year; 1829 this year. The average catch per vessel was 1254 quintals last year, and 1462 this year. The average catch per man was: Last year, 75 1-4 quintals; this year 83 3-4 quintals. It will be perceived that there were 19 bankers less engaged in the fishery this year, and we note the falling off as follows: St. Laurence, 1 less; Catalina, 1 less; Heart's Content, one less; Harbor Breton, 5 less; Fortune Bay, 4 less; Belleoram, 5 less; Grand Bank 1 less; and Garnish, 1 less. The reason assigned for the falling off in the number of vessels employed in the bank fishery, is the difficulty to get crews at prices that owners of schooners think will pay.

# MARINE FOLKS WANT HATCHER

For the purpose of urging the U. S. government to provide a new lobster hatchery or pound at Boothbay a to provide an appropriation necessary to conduct the work in the propagation of lobsters Governor William T. Haines, Commissioner of Sea and Shore Fisheries Henry D. S. Woodbury and a number of Maine lobster dealers will go to Washington latter part of this month.

The Maine men have been granted a hearing before Hugh M. Smith, United States commissioner of fisheries, for January 28 at 10 a. m.

The hearing before the Federal Government official is the outcome of the conference recently held in Rockland when Maine men engaged in the lobster industry in this city complained of the action by the United States authorities in refusing to accept a more seed lobsters for the Boothbay hatchery.

## The Seal Fishery.

The sealfishery for 1913 was a good one, all things considered. Twenty-one ships, including the Seal of Halifax entered for the voyage, and of these the Beothic was crippled collision in the Narrows, and Lloydson was broken-down the latter part of the season, and had only a few days before close time to prosecute the voyage; the Labrador was near St. Shott's, March 5th; the rest of the fleet, however, did well, and brought in an aggregate catch, 272 seals, valued at \$494,406.16. The catch of the year before amounted to 177 seals, valued for \$329,104.39—a difference in favor of 1913, of \$165,301.77. Trade Review.

## Iceland Cod Catch.

The catch of cod by sailing vessels in the Faxabay district of Iceland during the past season was 1,584,500 against 2,241,500 for the corresponding period of 1912. While steam trawlers caught about 4,576,000 (for whole year). This is slightly more than the figures for 1912. The weather was poor for curing purposes, and prices were high.

## PORT OF GLOUCESTER.

### Arrivals.

Tug Piedmont,, towing barge No. 1 from Baltimore.

### Has New Spars.

Sch. N. A. Rowe which was recently sold to Gulfport, Miss., parties had a new mainmast stepped and a new main boom set at Burnham Brothers.

### Salt Mackerel Imports.

Imports of salt mackerel received at Boston to date totals 26,080 of 1913 catch as compared with 28,000 barrels of the 1912 catch.

### Fishing Fleet Movements.

Schs. Menhassett and Imper arrived at Liverpool Saturday and cleared for fishing.



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# CLEAN SHEET HERE TODAY

Not an Arrival at All, But  
Some Newfoundlanders  
Looked for.

Not an arrival was recorded here up to noon, and like at Boston there was a blank slate this morning.

Some of the Newfoundlanders are expected along and with moderating weather, the gill netters will get underway to lift their nets. Fresh fish is badly wanted and the boats are anxious to get a lift.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

No arrivals today.

## Vessels Sailed.

Sch. Selma, halibuting.  
Sch. Eugenia, Georges.  
Sch. Olga, Boston.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$.75 per cwt.; medium, \$.475; snappers, \$.350.  
Eastern halibut codfish, large, \$.50; medium, \$.450.  
Georges halibut codfish, large, \$.55; mediums, \$.450.  
Cusk, large, \$.25; mediums, \$.20; snappers, \$.150.  
Haddock, \$.200.  
Hake, \$.200.  
Pollock, \$.200.

### Fresh Fish.

Splitting prices:  
Haddock, \$1.15 per cwt.  
Eastern cod, large, \$.25; medium, \$.20; snappers, 75c  
Western cod, large \$.25; medium, \$.215; snappers, 75c.  
All codfish not gilled, 10c per 100 pounds less than the above.  
Hake, \$1.15.  
Cusk, large, \$.20; medium, \$.15; snappers, 50c.  
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$.35 per bbl.  
Newfoundland pickled herring, \$.45 per bbl.  
Newfoundland frozen herring, 3 1-2c per lb.  
Fresh halibut, 18c per lb. for white and 14c for gray.

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# CAPT. NUNAN HITS STEAM TRAWLING

Noted Market Fisherman Resumes His  
Agitation For Fisheries Conservation  
and Also Opposes Gill Netting  
On Shore Grounds.

Last winter Capt. Frank A. Nunan of Cape Porpoise, who commands the market fishing sch. Elizabeth W. Nunan, and than whom there is no better posted man in the fleet on matters pertaining to the shore fishery, in letters to the Times, came out strongly in opposition to steam otter trawling and gill netting and brought on a newspaper controversy between the adherents of each method which is even now well remembered. With the new year the captain has again started his agitation.

In a letter to the Times, which cannot fail to be of great interest to the fishing interest and fishermen as a whole, even though they may not all agree with him in his statements and deductions, he says:

To the Editor of the Times:—We are now beginning a new year, and let us write our opinions about the fishing situation as we see it.

Are we going back or advancing?

How will it be in the years to come? Why isn't the fishing business one of the government's natural reserves?

If we make no laws to protect our shore fishing what will be the result?

Last winter I was down to my own state capital, Augusta, and the sardine herring fishing was discussed. Mr. Maddocks of Boothbay advocated a close time for catching sardine herring, and was opposed by a small army, who represented the sardine factories along shore. If that close time could have become a law for a few years what a great benefit would be derived from it?

The last few years everything large enough to swim, and the most not over five inches long have been caught.

What do we hear this year?

The factories have canned about half the usual pack.

This fall, from my own place, thousands of bushels were caught and carried to Rockland, the fish being so small we couldn't put them on hooks for fish bait.

What a shame to catch those small herring in such a wholesale way! Joining three long seines together and taking in the whole beach.

A close time on cod and haddock gill nets was also discussed. The young men came up from New Harbor and you would think from their opinions on the subject, that they would all starve if there was a

close time. (the only law that will protect any kind of fishing). Last spring they did well, catching spawn haddock in Boothbay Harbor and Limkin's Bay.

Let us see if they do as well this year.

If the nets were all piled in one large pile and burned it would be the best thing for every body excepting the net and twine makers.

I was talking with a man, who has been cod netting this fall, and he has hauled up for the winter; can't make it pay.

Look back 15 years and see what a change in the cod netting.

Beam Trawlers Shovel Small Fish Overboard.

The haddock nets will kill themselves the same way, but what will be left?

And now to the iron demons called beam trawlers. Here are the words from one of the crew, "It is a shame to see the small fish we throw overboard; after we cull out the good fish and sizeable scrod, the snappers are shoveled, not pitched for they are too small, overboard."

A short time ago I was in Boston, and one steamer had 28,000 haddock, 5000 scrod. I learned later the scrod was 6000 more and half of the 28,000 was large scrod. That is one of many trips and the truth. When fish are a good price the buyers in the Exchange are crazy to get their names on the buying card, and when fish are cheap there are all kinds of wishes put on them. If those same buyers were going to take a fish to their home they would take our own shore haddock.

## What Fixes Price of Haddock?

Let us go on to the new fresh fish wharf, Boston; look ahead a few years and see what is coming. We go in with some nice shore haddock caught yesterday, and are greeted with these words, "The fish are worth more but those fish over the road or any fish not called old make the price, and that fixes the price of yours." In a few years will it be one price to boat, and one price to retailer with a good big profit? Yes.

We take a walk down the north side T wharf and notice the fish boxes piled to the top of the building marked, Consumer's Fresh Fish Market, Yarmouth, N. S. Those fish are brought in Yarmouth and shipped to about five dealers.

You will hear these words now in the Exchange, with the steamer com-

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ing to Boston only two days ago. "I haven't bought a haddock this morning; had plenty over the road. This is just on a small scale, but watch it grow, notice the Gloucester paper and see our fishing nets go for sale."

My summer fishing calls me to Nova Scotia. We fish off Liverpool, Shelburne, and the haddock we will not eat ourselves, but use and pollock to make our fish orders. Five haddock out of ten I think more, will be all yellow, which looks like puss, under the skin on the backbone. It makes me now to think of those haddock. I own shore haddock are not that and I would like for some of the experts to tell me why it is so.

Cannot Get License for Gasoline Tugboat.

What do we get for our open boat to Nova Scotia fish? I go with a gasoline engine in my boat and can not even get a license to bait, ice, and supplies. I have to make a trip of fish, and have to come and the crew sharing \$15, when fishing a few more days they make \$50.

If a boat buys a license and \$150 for same, the 30th day of December, 1913, on January 1, 1914, it is good. Everyone does not know we are not allowed inside the three mile limit to prepare for fishing. If we are jogging and the boat comes along, we are ordered to go and report to the custom house. Go off outside the three mile limit. The Nova Scotia people have to over the Yankees now. Lunenburg the present time has more tons of Gloucester and just wait 10 years hence and look at the figures.

## The Cold Storage Question.

Now pass on to the cold storage question. "The McKillar Bill!" I would like to sit down to a dinner with the framers of that bill, consisting of a good baked frozen shoulder, a year old or a nice baked frozen mackerel. Who will not say a good fish is not far ahead of most of the off-shore fish in winter? I believe there are not too many restrictions put on the cold storage business, but will be the way most of the fish will be shipped over the country in the future. Before closing, will say, hope the government will stop beam trawlers and that the cod haddock gill nets will go also.

Let us hear from others who will write their opinions as they see on some of these questions, and perhaps some of our letters will be included in other papers.

Yours truly,

FRANK A. NUNAN,

Cape Porpoise, Me.

January 12, 1914.

Wants Cold Storage Line to Portland.

M. H. Nickerson, noting the importance of cold storage facilities both the fishermen of Nova Scotia and New Brunswick, is advocating formation of a company to operate a steamship service from Shelburne, a steamship service from Shelburne and points on the south shore of Nova Scotia to Portland. His idea is that a boat equipped with cold storage facilities to Portland would enable the fishermen to the south shore to ship their products into Montreal, Toronto and other upper Canadian markets as well as to points in the United States, in much quicker time and in better condition.

It is found that with a